

Green Wave for Prince St.

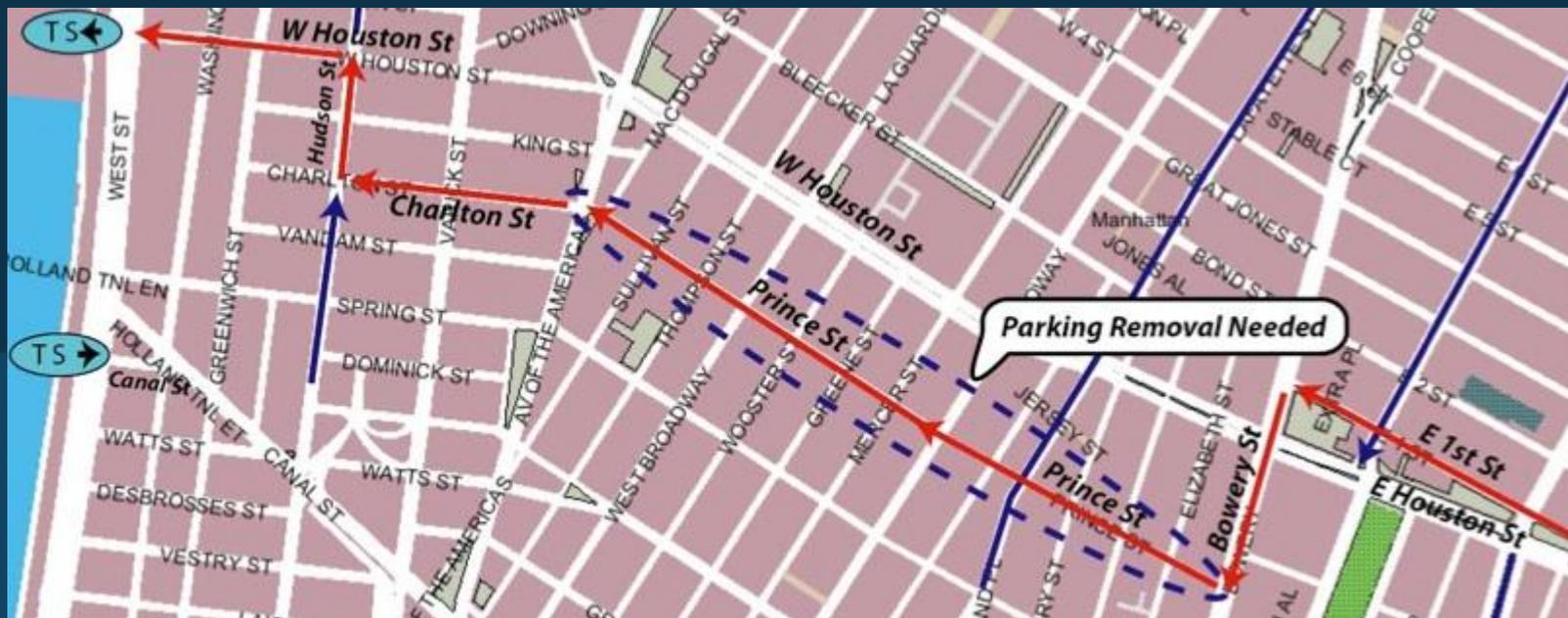


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- Mar. 2007: DOT proposed "alternative plan" for Prince & Bleecker St. network to draw cyclists away from Houston St.



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One concern with "alternative plan":

Prince St. route might be too circuitous with poorly-timed signals, making it an inefficient and undesirable alternative

Recently, one additional signal was added: Prince at Elizabeth St.

Potential solution: the "Green Wave"

- Other cities have implemented "green waves" timed for cycle speeds (roughly 10-15 mph depending on conditions and slope)
- Concept is not new - all over NYC, signal progressions are timed for car-oriented speeds, but bicyclists can't keep up



San Francisco - Valencia St.

Copenhagen, Denmark



The "Green Wave" - benefits to all

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 - ☞ **Pedestrians have a more pleasant walking experience**
- Cyclists avoid having to stop repeatedly and then resume - reduces physical effort and delay and ends the urge to disregard signals whose purpose is to separate cars.
 - ☞ **Cyclists have a less-stressful, safer trip**

Green Wave for Prince St. - history

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- 5/07 - CB2 requested in discussions relating to CB2 supportive reso, DOT was interested in considering it

WHEREAS, the community has numerous comments and concerns about the Alternative Plan pursuant to the attached exhibit, specifically with respect to:

- Signage and the ability of cyclists to identify and follow the alternate route;
- Minimizing pedestrian/cyclist conflicts on high pedestrian density segments;
- Mitigating the loss of parking and ensuring curbside access for commercial deliveries; and

- 8/08 - email, Colleen to Shirley: "Yes I do recall this request. I will check with Ryan Russo and get back to you."
- 10/11 - email, regarding new signal at Elizabeth St.: "I will also ask that they [signals division] review your second request."

...in addition to other informal discussions...

Green Wave for Prince St. - request

1. that DOT implement a signal progression on Prince St. timed for cyclists, considering reasonable cycling speeds and the slope of the street, with the understanding that there may be interruptions necessary for major cross streets (e.g. Lafayette, Broadway)
2. that DOT install signage in limited locations so as to alert drivers and cyclists of the light timing in order to maximize the benefits of the program

